

OUR BOOKING DEPARTMENT  
HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest European  
and American NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
utmost and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE.

# The China Mail

Established February, 1843.

THE HONGKONG CHINESE MAIL  
報日字華香港  
Hongkong Wo Tsui Po,  
ISSUED DAILY.

CHU UN MAN,  
Manager and Publisher.

SUBSCRIPTION:  
Five Dollars a year, deliverable in Hong  
kong. One dollar a month,  
including postage.

PRICE, \$2 PER MONTH.

VOL. XLX. NO. 9863.

號五廿九月四百八千一英

HONGKONG, TUESDAY, SEPTEMBER 25, 1894.

日六廿八月八午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GOTCH, 20, Cornhill. GORDON & GOTCH, 20, Cornhill, E.C. BATES & HENDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street. W. M. WILLE, 101, Cannon Street, E.O. ROBERT WATSON, 150 Fleet Street.

PARIS AND EUROPE.—AMEDEE PRINCE, 36, Rue Lafayette, Paris. NEW YORK.—J. STEWART HAPPER, THE CHINESE ETANGELIS OFFICE, 52, West 23rd Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GETON.—W. M. SMITH & CO., The Aspinwall Line, Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALS, Ltd., Singapore.

CHINA.—MAZAR, A. A. DA CRUZ, Amoy, N. MOAII & CO., LIMITED, Foochow, HENRY & CO., Shanghai, LANE, CHAWFORD & CO., and KELLY & WALS, Yokohama, LANE, CHAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$4,500,000.  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

COUNCIL OF DIRECTORS:—  
C. J. HOLLYDAY, Esq.—Chairman.  
J. S. MOSES, Esq.—Deputy Chairman.

R. M. GRAY, Esq. .... B. A. McCONAUGHEY,  
H. HOPKINS, Esq. .... S. C. MICHAELSON,  
H. J. JOSEPH, Esq. .... Esq.  
Hon. J. J. KAWICKI, Esq. .... D. R. SASOON, Esq.  
Julius Kramer, Esq.

CHIEF MANAGER:—  
Hongkong—T. JACKSON, Esq.  
MANAGER:—  
Shanghai—H. M. BEVIS, Esq.

London BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months 3 per cent. per annum.  
" 6 " 4 " "  
" 12 " 5 " "  
T. JACKSON,  
Chief Manager.

Hongkong, August 18, 1894. 332

THE BANK OF CHINA, JAPAN,  
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....£2,000,000.  
CAPITAL CALLLED UP.....261,093.15.0.

Bankers:—  
CAPITAL & COUNTIES BANK, LIMITED.

Head Office:—  
3, PRINCES STREET, LONDON.

Branches:—  
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:—  
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST  
Allowed on Current Accounts and Fixed  
Deposits can be ascertained on application.  
Every description of Banking and  
Exchange business transacted.

CHANTREY INCHBALD,  
Manager.  
Hongkong, November 6, 1893. 247

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000.  
SUBSCRIBED.....£1,125,000.  
PAID-UP.....£562,500.

Bankers:  
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at  
the rate of 2 % per Annum on the Daily  
Balance.

ON FIXED DEPOSITS:—  
For 12 Months.....5 %  
For 6 Months.....4 %  
For 3 Months.....3 %

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE NATIONAL BANK OF CHINA,  
LIMITED.

AUTHORISED CAPITAL.....£1,000,000.  
SUBSCRIBED CAPITAL.....£500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILKES, Esq. .... H. STOLTERFOFT, Esq.

CHAN KEE SHAN, Esq. .... CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.

GEO. W. F. PLAYFAIR.

Branches:—  
LONDON, YOKOHAMA, SHANGHAI AND AMoy.

Bankers:—  
THE COMMERCIAL BANK OF SCOTLAND.

PAID'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5 %.

Hongkong, May 24, 1893. 47

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£800,000.

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000.

RESERVE FUND.....£275,000.

INTEREST allowed on Current Account at  
the rate of 2 % per annum on the  
Daily balance.

On Fixed Deposits for 12 months 5 %

" 6 " 4 %

" 3 " 8 %

A. O. MARSHALL,  
Manager, Hongkong.

Hongkong, May 17, 1894. 333

## Intimations.

HONGKONG AND SOUTH CHINA  
MASONIC BENEVOLENCE FUND  
CORPORATION.

## NOTICE.

THE MEETING of the above CORPO-  
RATION, called for MONDAY, the 24th  
Instant, has been POSTPONED for WED-  
NESDAY, 26th Idem, at the same hour.

## A. O'D. GOURDIN, Secretary.

Hongkong, September 19, 1894. 1508

## NOTICE TO MARINERS.

APPROACHES TO HONGKONG.

THE BOKHALA BUOY has been car-  
ried away in the late Typhoon, and will  
be temporarily replaced as soon as pos-  
sible.

## R. MURRAY RUMSEY, Chief Comdr., R.N. Harbour Master, Esq.

HARBOUR DEPARTMENT,  
Hongkong, 21st September, 1894. 1535

## NOTICE.

THE Undersigned are prepared to GIVE  
ESTIMATES for Fitting the PARENT  
PROCESS on Land and MARINE BOILERS  
for Burning CHALONFRANCE COAL DUST.

## GORDON & CO., BOWINGTON FOUNDRY, East Point.

Hongkong, August 20, 1894. 1548

## WANTED.

A MANAGER for the  
HONGKONG HOTEL on or before  
1st MAY next.

Salary, \$300 per month and Commission,  
Guaranteed Minimum of the latter at the  
Rate of \$125 per month.

## Apply to

THE SECRETARY,  
HONGKONG HOTEL CO., LTD.

Hongkong, September 20, 1894. 1515

## NOTICE.

I HAVE been requested to Call a  
PUBLIC MEETING to be held in  
St. Andrew's Hall, City Hall, on THURS-  
DAY, the 27th Instant, at 4 p.m., to con-  
sider the Steps to be taken to recognise the  
Services rendered to the Community during  
the recent Plague.

His EXCELLENCY the GOVERNOR has  
kindly consented to Preside.

EDW. J. ACKROYD,  
Chairman, Provisional Committee.  
19th September, 1894. 1506

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the  
Twenty-First Ordinary Yearly MEET-  
ING of the SHAREHOLDERS of the  
Society will be held at its HEAD OFFICE,  
Hongkong, on SATURDAY, the 6th  
October next, at Noon, for the purpose of  
receiving the Report of the Directors,  
together with Statements of Accounts for  
the year 1893, and for the half-year ending  
the 30th June, 1894.

The Transfer BOOKS of the Society  
will be CLOSED from the 25th September  
to the 6th October, both days inclusive.

By Order of the Board,

DOUGLAS JONES,  
Acting Secretary.

Hongkong, September 21, 1894. 1527

THE CHINESE INSURANCE  
COMPANY, LIMITED  
(IN LIQUIDATION).

NOTICE is hereby given that a FIRST  
RETURN OF CAPITAL Amounting to  
\$7,50 per Share has been declared in  
this matter.

SHAREHOLDERS on the Register can ob-  
tain PAYMENT of this on producing their  
SCHIPS to the HONGKONG AND SHANGHAI  
BANKING CORPORATION on and after the  
20th SEPTEMBER, 1894, and on signing the  
Form of Receipt to be obtained at the  
said Bank.

Hongkong, 31st day of August, 1894.

J. GOOSMANN,  
Liquidator.

Hongkong, June 18, 1893. 228

THE NATIONAL BANK OF CHINA,  
LIMITED.

AUTHORISED CAPITAL.....£1,000,000.

SUBSCRIBED CAPITAL.....£500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILKES, Esq. .... H. STOLTERFOFT, Esq.

CHAN KEE SHAN, Esq. .... CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.

GEO. W. F. PLAYFAIR.

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THE COMMERCIAL BANK OF SCOTLAND.

PAID'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

Interest allowed on Current Accounts at  
the rate of 2 % per Annum on the Daily  
Balance.

On Fixed Deposits for 12 months 5 %

" 6 " 4 %

" 3 " 8 %

A. O. MARSHALL,  
Manager, Hongkong.

Hongkong, May 15, 1893. 1616

## Business Notices.

## JANEY CRAWFORD & CO.

AQUILA, CLAPSHAW & SALMONS' CRICKET BATS, SPRING HANDLES.

COBBETS CRICKET BATS, ALL CANE.

MATCH BALLS, PRACTICE CIRCLES, MATCH STUMPS, PRACTICE STUMPS,

LEG-GUARDS, BATTING AND LONG-STOP GLOVES, WICKET-KEEPING

GAUNTLETS, SCORING BOOKS.

CRICKETING SHOES, BELTS, SASHES, SHIRTS and TROUSERS.

—(15)—

BLACK STRING LAWN TENNIS BATS.

SLAZENGER'S "DEMON" LAWN TENNIS BATS.

" WIMBLEDON" and "CHAMPION" TENNIS BALLS.

TENNIS NETS, POLES, BAT PRESSES, RULES, &c., &c.

TENNIS SHOES.

—(15)—

NEW STOCK of SPORTING and

## Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP TACOMA, FROM TACOMA, VICTORIA, YOKO-HAMA AND KOBE.

THE above Steamer having arrived, Consignees of Merchandise hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo, impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, September 20, 1894. 1810

## Mails.

STEAM FOR  
CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT.MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Captain T. F. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 27th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the ORIENTAL which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 20th OCTOBER, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed rd Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.P. & O. S. N. Co.'s Office,  
Hongkong, September 13, 1894. 1481

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,  
PORT SAID.MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX:  
ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd October, 1894, at Noon, the Company's S.S. NATAL, Commandant Le Gall, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal place of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 2nd October, 1894. (Parcels are not to be sent on board; they must be sent to the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 20, 1894. 1512

## NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIK PORTS;ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 15th day of October, 1894, at 3 p.m., the Company's S.S. DARMSTADT, Capt. D. HORNBLAINE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, carrying of NAMES and GROSS.

Shipping Orders will be granted till Noon, on SATURDAY, the 13th October, Cargo and Specie will be received on board until Noon, on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 14th October. Contents of Packages are required. No Parcel Receipt will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELLOHRS &amp; CO., Agents.

Hongkong, September 20, 1894. 1531

## Entertainments.



TO-NIGHT

(TUESDAY, 25th September, 1894.

A NEW BILL,

MIRTH—MUSIC—DANCING.

THURSDAY, 27th September,

A GALA NIGHT.

Under the Distinguished Patronage of

His Excellency

Sir W. ROBINSON, K.C.M.G.,

and H.E. Major-Gen. BARKER, C.B.

SATURDAY, 29th September,

GRAND SMOKER

Assisted by Local Talent.

Seats may be booked at KELLY &amp; WALSH'S.

ADMISSION:—

Dress Circle and Stalls.....\$2.00

Back Seats.....1.00

Soldiers and Sailors half-price to Back Seats.

Hongkong, September 20, 1894. 1541

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THEATRE ROYAL,

CITY HALL

Under the most distinguished Patronage of

H.E. Sir WILLIAM ROBINSON,

K.C.M.G., GOVERNOR of Hongkong.

H.E. GENERAL DIGBY BARKER, C.B.,

Commander of H.M.'s Forces in China,

and the Elite of the Colony.

M.R. NATH. RUCHWALD Y

will give

AN ENTERTAINMENT

at the above Theatre, with the kind assistance

of some well-known

AMATEURS and our PUPILS,

On the 13th OCTOBER NEXT.

PROGRAMME.

AN ENTERTAINMENT IN COLOURS,

in which Messrs. BRADY and

C. T. ROBINSON will appear in entirely

NEW SONGS

LADY AMATEURS

A COMPLETE BANJO BAND,

&amp;c., &amp;c.

By Special Desire,

The Musical Flower Fairy-play, entitled

"PANSY."

Written and composed by Mr. N. RUCHWALD, and performed by over 30 Young Ladies and Children.

To Conclude with a Beautiful Ideal Personification of

"THE WALTZ."

Tickets may be had from To-day.

Prices, \$2 and \$1.

Plan at Messrs. W. ROBINSON &amp; Co.

Hongkong, September 24, 1894. 1537

PROPOSED SAILINGS FROM HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS

will give

TWO MORE OF THEIR

POPULAR ENTERTAINMENTS,

For the Benefit of the Plague Workers.

Under distinguished Patronage and

Support.

THE DATES OF THE PERFORMANCES WILL BE ANNOUNCED.

ENTIRE CHANGE OF PROGRAMME.

Popular Prices, \$2 and \$1.

Soldiers and Sailors in uniform, Half-price to Back Seats only.

Doors open at 8.30. Commencing at 9 o'clock precisely.

Plan and Tickets at Messrs. KELLY AND WALSH, LIMITED.

Seats may be booked on and after Saturday, 29th September.

A SPECIAL TRAM will run to the Peak, and a SPECIAL LAUNCH to Kowloon, 16 minutes after each Performance.

WILLIAM BLAYNAY,

Hon. Secretary.

Hongkong, September 22, 1894. 1463

NOTICE.

THEATRE ROYAL,

HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS

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ENTIRE CHANGE OF PROGRAMME.

Popular Prices, \$2 and \$1.

## THE CHINA MAIL.

The *Siak Observer* noted that, if properly worked, the district of Ghurib will prove to possess rich coal deposits. Two years ago two concessions were issued by the Government to work for coal there. The later concessions have given the right to work only a certain acreage of the Ghurib province. Information has come to hand that samples taken from the surface of one of these concessions have been received in Bangkok.

Says an Indian contemporary:—'The war-loan which China is raising in Europe may prove to be only the first of a series of similar transactions, for apart from the expenses of the actual struggle with Japan, she must embark upon large naval expenditure in the future. In all probability, after the contest on land has been protracted for months, peace will be patched up by the intervention of the European Powers or the mediation of the United States Government. Some modus vivendi may be arranged and then China will have to guard against her rival's power at sea, for Japan will cherish the memory of naval successes won, whatever may have been the result of the land fighting. Modern warships cost anything from half-a-million upwards, and the Chinese Government must of necessity have a number of first-class ironclads to have the Japanese fleet, or she may again have to submit to the humiliation of seeing her transports sunk and Corea cut off from communication with the ports whence troops and munitions of war can most readily be sent. In the Four-Year campaign the Chinese had no occasion to spend large sums of money, as Black Flags were cheap; but in Corea the regular army has been called into play, and the expenditure involved in keeping them in the field, furnishing them with supplies, &c., will not be light by any means. A war-loan has become a necessity, and within the next few years China may have to raise more money if she wishes to guard against further unpleasant surprises from her pugnacious little neighbour.'

The experience of the Duke of Portland as a customer of the advertising tipsters who profess an ability to foretell winners of races cannot be satisfactorily known. The Duke, of course, understood the value of their declarations perfectly well before he subscribed, but he wished to be able to give precise facts and figures at first hand. He made a selection of thirteen of those who advertised most, put forth the loudest claims to success, and he sent for their forecasts about the Ascot Meeting a sum of 71. His to these self-styled infallible prophets! The result is very much what might have been anticipated. The Duke's advisers gave him their views on 114 races in all, and in 95 instances they were wrong. They were consequently right in 19; it must be remembered that some of the results at Ascot, such as the victory of *La Blanche* in the Cup, seemed inevitable. Four of the Duke's selected prophets sent only one winner to thirty-five losers. Had these men written the names of the horses on pieces of paper and drawn them from a hat their average of success would probably have been at least as large. The Duke gave an account of these proceedings at an agricultural show at Welbeck. 'I am glad to say I did not yield to the temptation of backing their tips,' he said, 'and I fear, instead of being with you to-day, I should be chargeable to you on the rates, and you would be helping to support me in the workhouse.' I hope all young people I do not suppose any man of average years would be such a fool as to fall into these rascals'—will take warning by what might have been said, and that the Duke's advisers gave him their views on 114 races in all, and in 95 instances they were wrong. They were consequently right in 19; it must be remembered that some of the results at Ascot, such as the victory of *La Blanche* in the Cup, seemed inevitable. Four of the Duke's selected prophets sent only one winner to thirty-five losers. Had these men written the names of the horses on pieces of paper and drawn them from a hat their average of success would probably have been at least as large. The Duke gave an account of these proceedings at an agricultural show at Welbeck. 'I am glad to say I did not yield to the temptation of backing their tips,' he said, 'and I fear, instead of being with you to-day, I should be chargeable to you on the rates, and you would be helping to support me in the workhouse.'

THE TYPHOON.

The following was issued from the Observatory, reaching this office about 3 p.m., after the worst was over:—

'On the 24th at 6.10 p.m. Red South Cone hoisted. At 10.20 p.m. Two lanterns hoisted vertically. At 11.10 p.m. Gun fired one round. Typhoon S.S.E. of Hongkong appears to have altered its course, and to be now moving in a north-westerly direction. Strong north-east to south-east gale expected in Hongkong. On the 25th, Black South Cone hoisted before daylight. At 6 a.m. The barometer had fallen rapidly and it is probable that the centre of the typhoon will enter the coast at no great distance to the west of the colony. Typhoon force of wind will probably be experienced from E. to S.E. Gun fired two rounds. At 11.50 a.m. Black Ball hoisted.'

Practically the Observatory gave no warning of bad weather until it was on us. The last previous notice was merely that the red drum had been hoisted at 11.15 a.m. yesterday.

Nothing later than the information given out by the Observatory yesterday forenoon, is yet to hand concerning the gale or typhoon now raging. The weather then reported here was barometer falling, with light N. and N.E. winds and fair weather. Manila had sent us nothing later than Saturday night, and some one was evidently caught napping or proved at fault. At all events, the N.E. gale which commenced to blow about 9 o'clock last night found most of the residents ashore and afloat somewhat unprepared. The native junks, which usually seek shelter, were caught in the storm, and considerable loss of life and property has to be reported at Praya West. The gun for a 'gale' was fired at Kowloon two hours after the bad weather had become a patent fact. It was fired about 15 min. past 11. While taking exception to the apparent tardiness of the Observatory officials, it must be admitted that the barometer, though falling, was well up for the S. W. monsoon, marking as high as 29.65 at 8 o'clock in the evening. When the one round was fired at 11.16 p.m., our aneroid showed 29.64; but the gale had been blowing uncomfortably strong for some time before that hour, and residents were rather taken aback at the reminder to look out for a gale that had been blowing in their doors and windows for a couple of hours.

At Kowloon a great deal of damage was done to the Hongkong Regiment barracks. A whole block was blown down bodily, and hardly any of the other buildings escaped without serious injury. Surely the regiment has been here long enough now to get better accommodation than thatched.

The back part of a house in Gage Street, three storeys high, collapsed early this morning, several tons of debris blocking the lane that leads into Lyndhurst Terrace.

It is reported that several steam launches, which had been towing junks to Causeway Bay, anchored overnight at Wan Chai and were sunk there.

We give the readings as follow:—

24th, 11.15 p.m.	29.64
25th, 12.15 a.m.	29.63
12.45	29.61
1.05	29.60
2.00	29.55
3.50	29.54
4.10	29.53
4.45	29.52
5.00	29.51
5.20	29.50
5.50	29.49
6.00	29.48
6.20	29.48
6.45	29.48
7.00	29.48
7.20	29.48
7.35	29.48
7.45	29.48
7.50	29.48
8.00	29.48
8.15	29.48
8.30	29.48
8.45	29.47
9.00	29.48
9.30	29.51
10.00	29.52
10.30	29.53
10.40	(unsteady) 29.52
11.00	29.53
11.30	29.54
noon	29.54
1.00 p.m.	29.55
2.00	29.56
3.00	29.56
5.00	29.50

Shortly before four a.m. the gales were very severe, and at about a quarter past four the wind veered to the Eastward. At five o'clock the gales were very heavy, and from that hour on to six o'clock the storm was at about its worst. Between seven and eight the squalls were very hard with blinding rain.

As we have stated, the junkats at Praya West have suffered considerably. One especially created a good deal of excitement, as it contained a number of Chinese passengers from California (who arrived per *China*), with all their goods and savings. She was reached fortunately just before a launch just before she sank. The epidemic hulk *Byzantium*, although moored very safely, had a rather lively time of it, backing and rounding and having a series of gyrating movements, with no evil result to herself or neighbours. The mate had at the end of the China Merchants *Wharf*, which was used during the Plague, had collapsed; and, referring to matehads, it may here be added that the Boat-House is a wreck. The old dredger which does work for the Reclamation or P. W. S. tanks in about ten feet of water near Victoria Wharf before she could get up steam. The P. & O. lighters are missing—either in shelter or in trouble. The *Esmeralda*, which lies near *Pedder's Wharf*, had a narrow escape of drifting on to the Reclamation piles, but she got up steam just in time to move into midstream. All the vessels moved away from the Kowloon Wharves, and the *Azores* drifted, but soon was in a position to steam round to Stonecutters.

Early in the day the water was breaking heavily on the Praya roadway, and by noon many parts of the verandahs and roadway were covered with a layer of sand and rubble some inches in depth. This blocked the drain inlets, and parts of the business side of the roadway were ankle deep with water. No appreciable damage was visible East of Pedder's Wharf. Both the wharf matehads were damaged, but the poles stood.

The market sheds along the Praya Wall had been badly knocked about, the floors burst up, and roofs broken. From these sheds onward the Praya is littered with boat and junk wreckage. One huge pile-mast seems (from the position in which it lies) to have taken the direct electric light wires in its fall. By the *China* Wharf quite a pile of wreckage and broken boats lie heaped on sand and *Tuk-tuk's* launch jetty. A large waterlogged and battered craft was rolling in the lee of the *Steamboat Wharf*. A big P. & O. lighter, lying off the end of the wharf, announced the shortness of the notice given of the typhoon's visit.

Of the Harbour Office, Mr. Horspool and a large force of workmen at work with lines and a boat bent on life-saving where possible. A large junk, some 500 yds. off the Praya, appeared to be going down. Attempts to get a line off were unsuccessful and a boat put out from the Harbour Office under Supt. W. H. Parsons, and by Europeans with Mr. Pitts as stroke. The *Dauphin* lay along at the time and very cleverly took off the passengers, 26 in all. *Brasiliensis* and boat had a fair from easy task in making the shore.

The site of the old P. & O. wharf was a mass of boats hauled up, high and dry, many of them in double rows in the street itself. Both ends of the West Point Reclamation are lined with the wrecks of junks and cargo-boats, many smashed up utterly. One lot of wreckage had a mast, some 60 feet in length and quite a foot in diameter, lying across the revetment. The boat-people were crouched under the house-walls getting what little protection they could from scraps of tarpaulin and sails. A patrol of police (each of 4 Indians under an English constable) were stationed at intervals, and coils of rope with buoys lay ready for use at various points.

Some of the steamers seemed to have a hard time of it. The *Zaccone*, with a large lighted hanging astern, apparently left the full force of the wind and sea. Many ships, notably the *Suzan* and *Cheung Chau*, had been sent us nothing later than Saturday night, and some one was evidently caught napping or proved at fault. At all events, the N.E. gale which commenced to blow about 9 o'clock last night found most of the residents ashore and afloat somewhat unprepared. The native junks, which usually seek shelter, were caught in the storm, and considerable loss of life and property has to be reported at Praya West.

The gun for a 'gale' was fired at Kowloon two hours after the bad weather had become a patent fact. It was fired about 15 min. past 11. While taking exception to the apparent tardiness of the Observatory officials, it must be admitted that the barometer, though falling, was well up for the S. W. monsoon, marking as high as 29.65 at 8 o'clock in the evening. When the one round was fired at 11.16 p.m., our aneroid showed 29.64; but the gale had been blowing uncomfortably strong for some time before that hour, and residents were rather taken aback at the reminder to look out for a gale that had been blowing in their doors and windows for a couple of hours.

The gales were perhaps heavier

but the direction of the wind was

the same, and the fall in the barometer was

very similar. This last storm, however,

has been already longer in duration than

that of Tuesday night.

We give the readings as follow:—

24th, 11.15 p.m.

25th, 12.15 a.m.

12.45

1.05

2.00

3.50

4.10

4.45

5.00

5.20

5.50

6.00

6.20

6.45

7.00

7.20

7.35

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7.50

8.00

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8.45

9.00

9.30

10.00

10.30

10.40

11.00

11.30

noon

1.00 p.m.

2.00

3.00

5.00

29.64

29.63

29.61

29.60

29.59

29.58

29.57

29.56

29.55

29.54

29.53

29.52

29.51

29.50

29.49

29.48

29.47

29.46

29.45

29.44

29.43

29.42

29.41

29.40

29.39

29.38

29.37

29.36

29.35

29.34

29.33

29.32

29.31

29.30

29.29

29.28

29.27

29.26

29.25

29.24

29.23

29.22

29.21

## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONOLULU.  
China (via Nagasaki) TUESDAY, Oct. 2, 1 p.m.  
Kobe, Inland Sea and Yokohama) ...  
Pers (via Nagasaki) SATURDAY, Oct. 20, 1 p.m.  
Kobe, Inland Sea and Yokohama) ...  
City of Rio de Janeiro (via Nagasaki) WEDNESDAY, Nov. 7, 1 p.m.  
Kobe, Inland Sea and Yokohama) ...

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 2nd October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained or application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Panama, and Domesca, and points in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Postage will be received at the office until same day; all Parcel Packages should be marked at address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,  
Acting Agent.

Hongkong, September 20, 1894. 1613

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.  
Beira (via Nagasaki) TUESDAY, Oct. 10, 1 p.m.  
Kobe, Inland Sea and Yokohama) ...  
Oceania (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Oct. 30, 1 p.m.  
Gade (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Oct. 20, 1 p.m.

THE Steamship BEBEGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, September 12, 1894. 1476

## Intimations.

A CURE FOR ASTHMA!!!  
GRIMMAULT'S  
Indian Cigarettes.

Asthmatic people who suffer from oppression in breathing, stalling sensations, asthmatism, and loss of voice, Nervous Coughs, Laryngitis, Gout, & Rheumatism, Bright's Disease, Insomnia, Catarrhal Affections and Difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMMAULT & CO., Paris. Sold by all Chemists.

GRIMMAULT'S  
MaticoCapsules  
AND INJECTION.

Renowned Physician prescribes Grimault's Matico as the most active and at the same time the most nonoffensive remedy in the treatment of Acute and Chronic Diseases. These Capsules, unlike Copious, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent MATICO CAPSULES for the Chronic Cases.

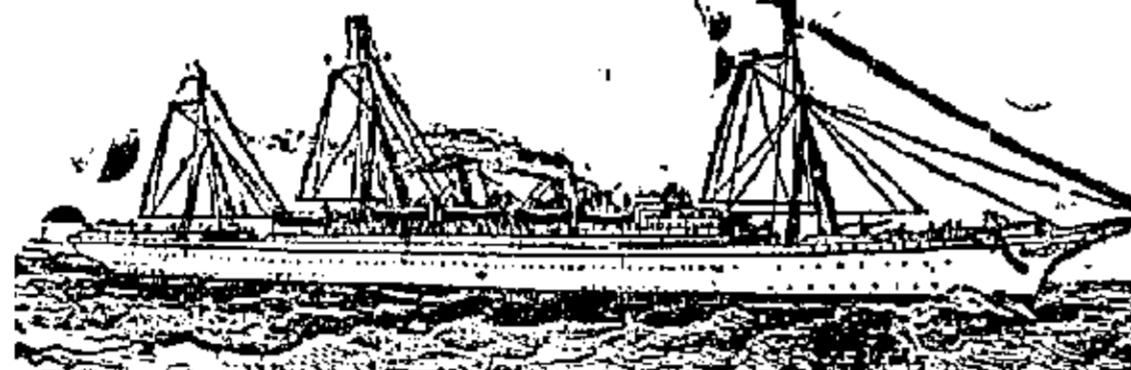
GRIMMAULT & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & CO., Chemists.

Hongkong.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1894.



SAFETY—SWIFT—PUNCTUALITY  
THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

(Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.

PROPOSED SAILING FROM HONGKONG.

EMPEROR OF JAPAN ... Comdr. G. A. Lee, R.N.R., WEDNESDAY, 3rd October.

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R., WEDNESDAY, 31st October.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making direct connection of Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with Trans-Atlantic Lines, which passengers to Great Britain and Ireland have a given choice of.

Passengers are invited to all principal points and AROUND THE WORLD.

ROTATING CHARTS to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governmental.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Australia for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANSPORTATIONAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

## Intimations.

Fresh Air and Exercise.

Get all that's possible of both, if in need of strength, flesh and nerve force. There's need, too, of plenty of fat food.

Scott's Emulsion

of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly effecting Cure of Consumption, Bronchitis, and various diseases where other methods fail.

Brown & Sons, Ltd., London. All Chemists.

Sole Agent for China and Hongkong:

CHAN A FOOK, at WATKINS & CO.,

Hongkong.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

## Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to Kowloon Wharves.
- From Kowloon Wharves to North Point.
- From North Point to Kowloon Wharves.

## Section.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to Kowloon Wharves.
- From Kowloon Wharves to North Point.
- From North Point to Kowloon Wharves.
- From Kowloon Wharves to Kowloon Wharves.

## Section.

- From Kowloon Wharves to Kowloon Wharves.

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